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HONGKONG  
WEEKLY.

ILLUSTRATED.

# The China Mail.

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CHINA MAIL'

BEFORE GOING HOME.

No. 13,794.

號五廿月六年七零百九千一英

HONGKONG, TUESDAY, JUNE 25, 1907.

號五十月五年未丁

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PER DOZEN .....\$14.

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Hongkong, May 1, 1907. 793

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### GASOLINE LAMPS

WELSBACH MANTLES.  
Hongkong, June 14, 1907. 1017



## NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H. M. Fleet, etc., at Hongkong, for a period of 12 months from the 1st August, 1907.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than 1000 on 18th July, 1907.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, June 24, 1907. 1055

## LOST.

ON June 18th, off Lai Chi Kok,

### ONE WHITEHEAD

### TORPEDO.

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Hongkong, June 24, 1907. 1061

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## NOTICE.

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For the HONGKONG & SHANGHAI BANKING CORPORATION,  
J. B. M. SMITH,  
Chief Manager.

Hongkong, June 24, 1907. 1054

## NOTICE.

EXPERIENCED ENGLISH MONTHLY NURSE desirous of Work in Hongkong, now open for engagements.

NURSE THOMAS,  
Corbett Mills,  
East Point.

Hongkong, June 24, 1907. 1059

## NOTICE.

THE INTEREST AND RESPONSIBILITY of EDWARD CONSTANT RAY in the business carried on by him as a SHIP and GENERAL BROKER under the style of E. C. RAY ceased on the 28th February, 1907.

The business of a Ship and General Broker carried on by me under the said style of 'E. C. RAY' since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY.

Hongkong, June 24, 1907. 1058

## NOTICE.

FROM the First Day of JULY, 1907, the Business and Responsibility of the KOWLOON HOTEL will be taken over by Mr. OWEN ELLAS OWEN. All monies due to the Hotel before the 1st July, 1907, are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE.

Hongkong, June 20, 1907. 1059

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### GENERAL STOREKEEPERS,

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s.s. BONAM, 2,363 tons, Captain H. D. Jones.  
s.s. POWAN, 2,363 tons, Captain W. A. Valentine.  
s.s. FATSHAN, 2,260 tons, Captain O. Lloyd.  
s.s. KINSHAN, 1,995 tons, Captain B. Beach.  
s.s. HEUNGSHAN, 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Sunday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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#### Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Granger.  
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

#### Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

#### JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LAGO-CHINA STEAM NAVIGATION COMPANY, LTD.

#### Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Wilton. (Laid up).  
s.s. NANNING, 569 tons, Captain A. McKinnon.

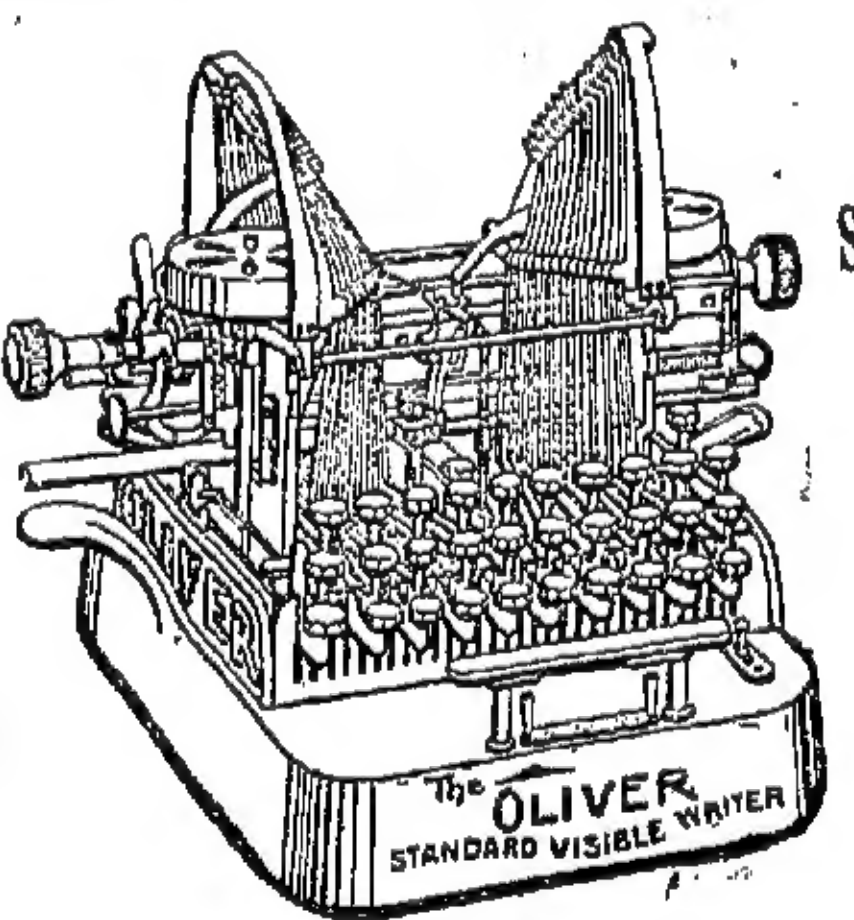
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

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Mrs. TATAM, Proprietress.

Hongkong, June 4, 1907. 998

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LAWN TENNIS.

EXCELLENT CUISINE AND WINES.

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Hongkong, March 27, 1907. 70

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### REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

#### SEE WOO

#### TAILOR, DRAPER AND

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HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

Hongkong, January 26, 1907. 118

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THE LABUAN COALFIELDS COM-

PANY, LTD., are now prepared to

supply LABUAN COAL, double

screened and straight from the Mine.

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LABUAN, Labuan,

Hongkong, March 12, 1907. 471

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THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

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in Gause, Wool, etc.

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White and Coloured.

### TIES, WAISTCOATS, BELTS.

### TROPICAL SWEATERS.

### BATHING COSTUMES.

LANE, CRAWFORD & CO.

Hongkong, June 17, 1907. 2040

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UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

A. F. DAVIES, Manager.

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WITH ALL REQUISITES.

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Hongkong, March 2, 1906

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In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

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LINEN and MUSLIN EMBROIDERED GOWNS,  
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A QUIET, COMFORTABLE, COOL and WELL-FURNISHED HOTEL for RESIDENTS and TOURISTS.

ELECTRIC LIGHT and FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders.

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Managed on AMERICAN PLAN.

Being in the Business center of the town is the FAVORITE HOTEL with visitors from Manila.

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Special Terms for Families and Parties.

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Hongkong, March 7, 1907. 453

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MOST ENJOYABLE SMOKES FOR DAMP SEASON

### MANILA CIGARS

IN SPLENDID CONDITION.

### Badminton Smoking Mixture.

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EXCELLENT VIEWS OF

### H.E. Sir MATTHEW NATHAN'S FAREWELL

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## BY TELEGRAPH.

## COUNTY CRICKET.

## Hollow Victories.

(Exclusive Service, supplied by Reuters, via Bombay.)

LONDON, June 25.

Kent, Lancashire and Yorkshire each gained easy victories in the matches completed yesterday.

At Tunbridge Kent beat Hampshire by an innings and 190 runs.

At Dewsbury Yorkshire beat Essex by five wickets.

At Liverpool Lancashire beat Sussex by 307 runs.

The matches between Worcester and Somerset at Worcester, and Middlesex and Surrey at Lord's were drawn.

## RUSSIA'S EASTERN BASE.

## Transferred to Irkutsk.

(From Our Correspondent.)

TOKYO, June 25.

Owing to the Japanese retaining possession of the South Manchurian Railway Russia has transferred her military base from Harbin to Irkutsk on Lake Baikal.

Irkutsk will be extensively fortified, and the town of Chita, on the border of Mongolia, will be utilized as an advanced station.

In order to connect Chita with Vladivostok by rail, the Amur Railway will be built to Khabarovsk.

## ANOTHER CONFIDENCE TRICK.

## Subsidiary Coins Again.

A few weeks ago we gave an account of a confidence trick which was alleged to have been played on a Chinaman just down from the country, and now we have another one to relate. Chan Wan Chio is the victim and he has a sorrowful tale to tell.

He made the acquaintance of an old man and a Chinaman and the latter unfolded to him a scheme whereby he could grow rich quickly and Chan listened—and believed. Unaided he could procure subsidiary coins at a cheap rate, could get \$1,000 worth for \$800 and Chan agreed to get the money. But he only got \$700 and the pair went off together and met a friend of this. He could get the coins but he wanted to expend at least \$2,000 on the deal, and this amount Chan could not put up. Then Chan's friend offered to put up the requisite \$1,300, providing that Chan put in his \$700 and gave a promissory note for another \$500. It seemed such a "good thing" to Chan that he handed over the \$700 and an appointment was made at a later hour to get the coins. Chan kept the appointment, but he waited in vain. His friend and Chan's \$700 had gone and Chan, the truth dawning upon him, informed the police. An inn and a woman were arrested and charged with conspiracy in the Magic-trick. The case stands adjourned.

## SAMPLING FRUIT.

## The Fruiterer's Predicament.

There was quite a lively time in the Central Market a couple of days ago, when a Chinese fruit-stall holder attempted to restrain Mrs. M. Perez, of 2 Glenelg, from leaving the market. From the story told to Mr. F. A. Hazeldan at the Magistrate's court this morning, it would seem that Mrs. Perez, accompanied by Miss Hicks, went to the market in search of fruit—and she wanted to taste and try first. Seeing some Australian Passion fruit on a stall, Mrs. Perez asked permission to sample, and it was granted. The anticipation of neither party was realized. Mrs. Perez did not like the fruit and consequently did not buy, while the fruiterer did not sell as he expected. Miss Hicks also tried the fruit—she also failed to appreciate its good qualities.

Mr. Hazeldan: "Do you often taste fruit first?"

Mrs. Perez: "Yes, often."

Mr. Hazeldan: "Do they allow you to do it?"

Mrs. Perez: "Yes."

Mr. Hazeldan continued her story. As she turned to go away this fruiterer rushed to detain her and seized her by the arm, meanwhile abusing her in Chinese.

Mr. Hazeldan: "Do you understand Chinese?"

Mrs. Perez: "No."

Mr. Hazeldan: "Then how do you know he was abusing you?"

Mrs. Perez: "Miss Hicks told me he was. Afterwards he commenced to abuse me in English, saying I was a hogger-man and a bad man."

The defendant denied the assault, but Mr. Hazeldan imposed a fine of \$10, remarking that the sampling of fruit was a most reprehensible habit, but it did not justify the assault.

## THE SALVAGE CASE.

## Aragonia v. Hupeh.

The full text of the judgment in the Aragonia-Hupeh salvage case—as delivered by His Lordship Sir Francis Piggott (Chief Justice), yesterday—is as follows:—The s.s. Hupeh was lying at anchor disabled in the China Sea in lat. 27.16 N. Lon. 121.25 E. and in 28 fathoms on the morning of Dec. 6. She had broken her propeller shaft at 7.35 on the previous evening and had anchored at 8.30. She had ineffectually signalled to one steamer passing 45 miles on the outside of her at about 5 a.m. At about 11 a.m. she was sighted by the Aragonia with the two balls signal, which means "Disabled, will you tow me?" The Aragonia was steaming to the south on her course which would have taken her about five or six miles on the inside of the Hupeh. No other vessels were sighted. The sea was rough and the N.E. monsoon was blowing strongly with increasing force, though it had not reached the force of a gale. The wind was variously estimated but it may be taken to be from five to six. The Hupeh had on board a cargo valued at \$115,000 and 150 passengers. The captain admitted that at the place where he was anchored he was exposed to the full force of the monsoon, that is to say, if it had risen to the force of a gale, and that in Dec. it may be expected to rise to a strong gale. But he said that even if the wind had increased he would have used another anchor and there would have been no risk of the ship dragging. His observations at 8 a.m. on 6th Dec. agreed with those made by his position by dead reckoning taken when he anchored on the evening before; so that so far his anchors had held. He admitted of course that he was dependent on his anchors and chains, but he said that if he remained where he was and if the wind had risen he would have felt safe; that the Hupeh could ride out a strong gale in the open sea, and that there was no cause for anxiety. This is essentially a point to be appreciated by persons familiar with ships, so I therefore put this question to the assessor:

"Was there in the circumstances as narrated by the captain of the Hupeh any cause for anxiety?"

His answer is: "In December the monsoon may in a few hours increase to force 10. The Hupeh being disabled and anchored in 28 fathoms was unquestionably in a position of peril. Had anything happened to the anchors or chains she would have been in a position of very great peril. I am therefore of opinion there was cause for anxiety."

I also put the following question, which I believe to be the proper one from the point of view of the legal aspect of the case:— "Was the position of the Hupeh, in the circumstances as they could be observed by the Aragonia, such as to cause her captain to believe that there was cause for anxiety?"

His answer is: "Yes."

The captain of the Hupeh further said: "I signalled to two steamers, not because I was in peril, but because I wanted to get to the nearest port. I had lives and property under my charge and if I remained there I should be imperilling lives and property under my charge." On this further statement I put this further question to the assessor:

"Were the signals made in order to convey to the passing steamers the information that the Hupeh was in peril and were they so understood, and if so rightly understood by the captain of the Aragonia?"

His answer is: "Yes."

I now come to the Aragonia. There is no difference of opinion as to what took place. Having borne down on the Hupeh she steered alongside about a ship's length away from her. A conversation then took place through a megaphone between the two captains. Having decided to do what he could for the Hupeh the captain of the Aragonia went ahead slowly in order to take up a position ahead of her and get her hawser on board. Before she was clear the Aragonia, which was very light, her bows were being 25 to 30 feet above the water, was caught, by the wind which was blowing across the Hupeh's bows, in a position of danger. She got clear and by a series of other manoeuvres she got right ahead of the Hupeh and backed by dragging on her anchors, into a position which enabled her hawser, after some difficulty, to be got on board the Hupeh. The difference of opinion arises as to whether the whole of this was a seamanship manoeuvre on the part of the Aragonia. The captain of the Hupeh says that it was not necessary for the Aragonia to have got into the position she did; that it would have been safe for her to have lain on the Hupeh's quarter and that he could have held the necessary conversation from the stern of his own ship, or that he could have signalled to her. Above all, that the captain should have foreseen that the wind might catch the Aragonia as she was like a balloon on the water and should have kept his bows directed away from the Hupeh; that the danger into which the Aragonia ran was of her own seeking and the result of unseamlike navigation.

In order to enable me to decide the question thus raised I put to the assessor the following questions:—(a) Were the manoeuvres which the captain of the Aragonia adopted (a) for getting within hailing distance of the Hupeh, and (b) for getting within towing distance of the Hupeh, seamanship both in conception and execution?"

His answer is: "Yes."

"Was there at any time during those manoeuvres danger to the Aragonia and if so in what degree and was any of the dangers attributable to carelessness or imprudence or unseamlike navigation on the part of the Aragonia?"

His answer is: "There appears to have been at one time some risk of collision, but I do not consider this was due to un-

seamanship handling of the Aragonia. The vessel was very light with a great exposure of side. In a rough sea with a strong wind it would be difficult to bring the Aragonia within hailing distance of the Hupeh without incurring a certain amount of risk. I am confirmed in my opinion that the Aragonia was handled in a seamanship manner by the fact that within four and a half hours of first sighting the Hupeh the Aragonia had taken that vessel in tow and continued on her voyage. The answers of the assessor are such as I should, as a judge, have expected. I am quite sure that the captain of the Hupeh, thinks he could have manoeuvred the Aragonia for better than Captain Frost, a more people, sea captain not being excepted, who are not engaged in the actual work going forward, are critically inclined and from their position of vantage as observers detect faults in the performance of it by others. I am satisfied that the law does not require the service of the sailing vessel to be done in the most seamanship way possible, but only that what she does should be done in a seamanship manner; and that any risk also actually runs in these circumstances is a risk properly to be taken into account in estimating the salvage award. The assessor's answers conclude this question in favour of the Aragonia and I entirely concur with them. The salvage award should be based on these answers. The assessor is of opinion that no extra risk was incurred by taking the course limited by the fact that there was always open sea as a harbour where water could be got. The assessor is of opinion that the towage was performed in a successful and seamanship manner, that no towage in the China sea during a monsoon with following wind and sea is unattended with risk, and that it was not such plain sailing as the captain of the Hupeh endeavours to make out; and further that in the circumstances of this case the difficulties of towage and steering of the disabled vessel were considerably increased by the fact that there was a strong following wind and sea. What happened in connection with the breaking of the hawser and the alleged sudden alteration of the course seem to me to be immaterial to the question before the Court.

Now, with regard to salvage award. One point is clear that in the opinion of the owners of the Hupeh the £750 paid into Court as sufficient, apart from the special items of expenses incurred, is based on the captain's view, which considerably underestimates the risk run. It follows that the award is insufficient. The assessor and myself, considering the matter entirely independently, have come to the conclusion that the proper sum for award is £1,500, apart from the special items of expenses. I should say that I have paid due regard to the fact that awarded in the case of the Bremen before arriving at this figure. The captain to receive £250 and the crew £300; the chief officer and other deck officers to rank with the chief engineer and his staff according to their respective grades. The items of expenses agreed to be £1,000. In all the expenses amount to £575, over £925. The drawings item is complicated by the intervention of Sunday and the notice of sailing given to the Post Office. In the circumstances I do not feel justified in allowing more than one day's disbursement, i.e., \$600. In all the expenses amount to \$2,300. Judgment will therefore be for the plaintiffs for these amounts with costs.

## STILL THEY COME.

## More Questions for the Government.

At the meeting of the Sanitary Board this afternoon Mr. Shelton Hooper asked the following set of questions:

1. What action does the President propose to take in the matter of the Colonies? He has having regard to the statement of the Government contained in the paper No. 25/1937 laid before the Legislative Council on 13th instant by His Excellency the Officer Administering the Government to the effect that "the Government awaits the Board's recommendation for amendment of this By-law."

The Hon. Dr. Atkinson replied: (1) I am prepared to move the appointment of a committee to report to the Board, the committee to consist of Captain Superintendent of Police, Mr. Fong Wai Chin and the Medical Officer of Health.

2. Whether it is a fact that notices are always served in the case of nuisances before prosecution, as stated by the Officer Administering the Government in the paper No. 25/1937 in question No. 1.

(2) As far as I am aware the provisions of section 29 and 32 are always adhered to in the case of serving notices for nuisances.

3. What action does the President propose to take with regard to the statement by the Officer Administering the Government in the paper No. 25/1937 referred to in question No. 1, that the Government is prepared to consider recommendations of the Sanitary Board for amendment of By-laws relating to whitewashing and periodical cleanings?

(3) I am prepared to move the appointment of a committee to report to the Board, the committee to consist of Mr. Hooper, Hon. Mr. Chatham and myself.

## JAPAN'S POLICY IN KOREA.

ST. PETERSBURG, June 13.

The "Novoye Vremya" has criticized Russia's policy in allowing Korea to be Japanese in order to the following effect:—All the Korean reforms which have been, or are to be, effected by the Japanese are intended to benefit the latter, no care being taken for the progress of Korea. For instance, the development of the communication facilities, have a military purpose, since Korea is regarded as an outpost of Japan against Russia. The educational reforms will convert all Koreans into Japanese within twenty years. Under the pretence, too, of opening up Korea, most of the fertile areas, forests, mines and other valuable properties, will be given to Japanese.

## LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and storekeepers.

## THE CUBICLE QUESTION.

## Sanitary Board and Government.

At the Sanitary Board this afternoon a letter was read from the Government relative to the provision of open spaces for houses Nos. 191 to 231 Station Street North, Mongkokkai. The letter stated that the Government were not prepared to entertain the Board's recommendation that no action be taken to enforce the provisions of section 176, pending the consideration of the report of Public Health and Buildings Ordinance Commission for the reason that the upper floors of the houses in question were so ill-lighted and ill-ventilated, by reason of the absence of any windows in the rear walls of the upper rooms, as to make them insanitary when occupied as the majority of the houses were.

Of the 22 houses in the block, 20 were occupied and these contained 51 illegal cubicles. If the suggestion contained in the Colonial Secretary's letter of May 8th was adopted a great improvement in the lighting and ventilation of the floors would be effected which would justify the allowance of a larger number of cubicles than it is at present possible to permit. The Government requested that the Board would reconsider by the light of the above facts.

## SANITARY LAWS.

## New Standing Order Wanted.

At a meeting of the Sanitary Board, held this afternoon, a letter from the Government, relative to the Standing Orders of the Board, was read, as follows:—Colonial Secretary's Office, June 12, 1937.

Sir—I am directed by the Officer Administering the Government to state for the information of the Sanitary Board that his attention has been called to the absence of any rule in the Standing Orders, governing the question of voting in cases where members may have a pecuniary interest.

In this connection I may be permitted to quote some rulings made in the House of Commons as follows:—"A member may not vote, but it is not absolutely out of order for a member to take part in a discussion where his pecuniary interest is involved" (July 26, 1859). "A hon. member is debarred from voting in questions in which he has a pecuniary interest, though they may be questions when it is becoming for members to withdraw before the division." (March 18, 1864). "This interest must be a direct pecuniary interest and separately belonging to the persons whose votes were questioned and not in common with the rights of His Majesty's subjects or on a matter of State policy." (May's Law of Parliament, 7th edition, page 181).

I am, therefore, to suggest for the consideration of the Board that an additional rule be made to the effect indicated above, with the addition that when any member is so interested he should mention the fact and withdraw or abstain from voting.

The suggested rule would also provide for the settlement in all cases of doubt by the Board on the matter, after the withdrawal of the member concerned. Should any point of law arise in connection with this matter, either now or hereafter, the Colonial Secretary would, on being addressed by the Board, obtain the advice of the Law Officers of the Crown for guidance.

Mr. A. Shelton Hooper pointed out—Will you please obtain and annex to these papers as a guide for any rule, if any, in the Standing Orders of the Legislative Council governing the question of voting in cases where a member may have a pecuniary interest.

Hon. Mr. E. A. Hewett—I understand that the procedure in the Executive Council is for members to withdraw before the discussion on a subject in which he is pecuniarily interested.

Dr. Atkinson—I understand there is no rule, but the English practice is followed. I will make enquiries. It is so stated in the Executive Council.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 25th at 12.05 p.m.—The barometer has fallen considerably over Formosa and the Southern Looe and a further slight fall has occurred over S. China. In the Southern Philippines pressure is slowly increasing.

The depression which is probably becoming deeper, appears to be situated to the S.E. of Formosa and to be moving slowly towards N.W.

N.E. gales are expected to prevail in the Formosa Channel, and fresh or strong N.E. and N. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.02 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N.E. to N. winds, fresh; squally, showery.

2.—Formosa Channel: N.E. gales.

3.—South coast of China between Hongkong and Looe: N.E. to N. winds, strong.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

A new steamer was launched from the works of the Bangkok Dock Co., Ltd., for the Royal Naval Department on the 10th inst. The new vessel is a composite screw steamer. Her dimensions are: Length over all 76 feet, breadth 13 feet, depth 8 feet 6 inches. The engines are compound surface condensing, and the boat has been built under the supervision of Mr. A. J. Jones, of the Naval Department. The Dock Company have built quite a number of this class of steamer, all of which have turned out well.

## SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, June 20.

The results of the Fancy Fair and Fete held in aid of the Famine Fund has fully realised the splendid expectations formed, and the organisers have been able to hand over to the Committee the goodly sum of over \$73,000. The sum would have been far greater if the Bank had for once foregone their privileges and omitted to exact the loss on subsidiary coin which actually amounted to more than \$1,100. "Charity commences at home," they say. On the other hand, people are apt to have a kindly feeling to the country where much of their money is made. It is good to note that the owners of the Chinese stall repaid the biggest harvest and I think we may easily put much of their success down to the zest of the sellers and also to the great generosity which distinguished the Chinese donors of articles to the Bazaar.

There has been an absolute dearth of news or excitement. It is true the press did their best to stir up a "mysterious disappearance" sensation, but it was a pronounced frost. We were treated to some big things in headlines and underlines where we were told that two young Italian ladies who only arrived in Shanghai a few days since were following in richahs a relative of theirs when they suddenly vanished. Vigilant search, so it was said, was made for them, but the first day and night elapsed without a clue of their whereabouts, until at 2 a.m. they were discovered still roaming the country in the Sincia district. It is a pity from Hongkong to Sincia and we have not been told what the coolies thought of their strange faces who said that as they were unable to make themselves understood and had lost their way they were powerless to find their home.

Another nasty little sensation was the discovery of the land arm of an argonaut floating in the Soochow Creek between the Kiango and Szechuen Roads Bridges. A cursory examination by the Inspectors on duty pointed to the belief they belonged to a foreign woman, and if this be so, it lends colour to the rumour circulated amongst the Chinese that at the time of the Stone Bridge disaster, when so many natives were precipitated into the Creek and lost their lives, a foreign woman and child also perished. The story was not given much credence to at the time because no-one came forward to report missing relatives but this story is being repeated by a number of people and is being retold by the Chinese and child were seen at the Creek if it were not so. The limb had the appearance of being torn off from the elbow which might very easily have happened if the body and shoulder were caught by some heavy junk, but it is a ghastly subject and so I will close this miserable paragraph.

Although the Municipal authorities assure us that steps are even now being taken to rid our streets of some of the superfluous rickshaws in view of the advent of the rains and that the rickshaws of doubtful stability are immediately confiscated, I think their eye-sight is somewhat blurred or else they rely too much upon the keen interest which the men told off for the duty of inspection ought to take in their work but do not. We can well understand it is a wearisome job minutely to inspect every dirty, wretched-looking rickshaw which is enabled up for the necessary inspection before a license is granted; but, at the same time, the men engaged for this particular duty are properly paid and therefore they should not shirk thoroughly overhauling the vehicles parked before them. I admit that in some instances the Chinese do manage to bring the same rickshaws up twice, and obtain two licenses, one of which is used for a dilapidated conveyance, but this fraud cannot account for the very large number of rickshaws plying for hire which are entirely unfit to carry passengers. Only this week a lady was thrown violently to the ground sustaining a twisted wrist and other minor injuries. The wheel had come off the rickshaw in which she was seated, and the coolie was in possession of licenses both for our Settlement and for the French Concession.

The Shanghai Hoise Bazaar have been vigorously protesting against the charges for licenses for public carriages, especially taking into consideration the wide difference between the rates for private and public vehicles. They readily admit that private carriages do not use the road to the same extent as public ones but they ask that carriages hired from them by the month may be included in the private scale as they certainly are driven in the same way. Private owners pay \$12 per annum but the Horse Bazaar and other foreign and Chinese vehicle stables are asked to pay \$48 per annum if the license only includes the Settlement but the French Concession charges another three tools for their territory which raises the license to \$96 per annum. This certainly does seem excessive and the Horse Bazaar protests it means nine per cent. of the earnings of a pony and carriage. However, the Council say nothing can be done this year as the Schedule of Licenses has been approved by the ratepayers, but that attention will be called to the matter when compiling the Budget for 1938, although they promise no decrease in the licenses of public carriages but rather an increase in the charge for private carriages so as to minimise the present difference. As regards vehicles hired

by the month, the only answer they have ready is that although they admit they are not used so much as private carriages the loss of revenue would be too great for them to contemplate a reduction.

The death of Mr. J. A. Sullivan has taken away one of the men who have helped to make Shanghai what it is and with his loss the older generation is becoming pitifully lessened. For nearly thirty-four years Mr. Sullivan has lived and prospered and made himself loved in Shanghai and learnt the lesson that shrewdness can serve you but trickery as well as good fortune. He was an Irishman when he came to Shanghai and he was apt to do and forget his clughrin in the field of sport. He was as much at home on the football field as on the cricket and tennis as on the river and the cricket and football field knew him well, so he will be missed by every class amongst us. He had been sick for some time but a trip to Japan promised to set him quite right again. However, on his return, he was once more taken ill at Woosung and succumbed to cerebral hemorrhage.

The staff on the opium hulks which have been removed to the French Bund are having a time of some anxiety. On the walls of many of the buildings in the French Concessions have been posted placards in Chinese calling upon the natives to make a concerted attack on the hulks on the day the decree concerning the closing of opium shops and dens comes into force. It is rather difficult to understand why the Chinese should desire to destroy the hulks and murder the men aboard because they will no longer be free to make themselves slaves to the wretched drug, but, however, the danger has been considered so real that representations have been made to the Consul to afford proper protection in the event of an outbreak and the men who are in charge keep a vigilant watch for the slightest sign of a determined attempt to destroy the hulks. It is absurd to try to fathom whether there is any foundation for the fears existing and if nothing does take place we shall still think that perhaps it was only checked because the intending rioters knew us to be ready and on the alert.

## FORMOSA NOTES.

(From Our Correspondent.)

FORMOSA, June 18.

On the 14th June, the anniversary of the annexation of the island to Japan, the Governor of Formosa held a reception followed by a dinner, to which all the foreign community were invited.

The Police grounds at Taipei were beautifully decorated for the occasion, and the view from the Lake side was deservedly praised. Immediately facing the palace an open theatre had been erected and, profusely decorated with electric light and Japanese lanterns. Here, from 7 till 9 p.m., a series of Japanese plays were given, followed by a Gaiety troupe of dancers. The performance of the latter, with their graceful movements, collected forth repeated applause. At 9 p.m. the guests adjourned for dinner, and were the recipients of much hospitality. Governor Imai made a short speech in which the Emperor's name appeared, which was received by the assembled guests with loud applause, and the greatest enthusiasm prevailed.

Later, the British Consul, in a short and pithy speech, congratulated the Governor on behalf of the foreign community present, and wished him a long and prosperous career.

Practically all the foreign community were present, while the ladies and the chief Japanese officials, both military and civil, in their bright uniforms, made the evening a memorable one in the annals of Formosa. A grand display of fireworks, which were appreciated, while a military band materially helped to enliven the proceedings. The day was proclaimed a public holiday, and the whole city gave itself up to festivities. Many of the streets were bedecked and otherwise decorated with the customary taste displayed by the Japanese. As a souvenir of the occasion each guest was presented with two handkerchiefs got up post cards after their arrival at the Palace.

A billiard tournament is now being held at the Taitan Club in connection with the handsome silver "Farwell Cup" presented by Mr. Rafter on leaving the island, and which is bringing out the liveliest interest among the foreign community.

## TROUBLES IN HUNAN.

CHANGSHA, June 19.

Rioters at Pinghsiang have entered Linyang and troops under Lieutenant Chiang and Lieutenant Li have been sent to Linyang to prevent any rioters coming southward.

There was an interesting ceremony at the Kawasaki Dockyard on Saturday afternoon, June 18th, the "Sang-Yang-maru," which has been built at the Kawasaki Yard to the order of the Nippon Yusen Kaisha, having been there successfully launched. The "Sang-Yang-maru" is a vessel of 3,500 tons, and is to steam 15 knots and is for the Yangtze trade.

## SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first unusual looseness of a child's bowels should have immediate attention, so as to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and storekeepers.

## GENERAL STOESEL'S TRIAL.

ST. PETERSBURG, June 13.

Some of the witnesses who are to give evidence against General Stoessel have informed the correspondent of the "Mainichi" that the further trial of the General has been postponed to October. They attribute the long delay to the action of the supporters of General Stoessel, who desire to obtain further evidence on his behalf. The informant of the "Mainichi" correspondent believe that the death sentence will be quashed in favour of a sentence of ten years' confinement.

## THE SEDITION IN INDIA.

LONDON, June 7.

The Simla correspondent of "The Times" reports that the disturbances in India are seemingly confined to the educated middle-class natives, while the Christians, land owners, merchants, Mohammedans, and troops are unaffected. The agitators are making great efforts to attract the sympathy of the peasantry and soldiers. They have been taken, by surprise by the prompt measures of the British Government, as it had been intended to pursue a secret campaign for several months.

## RUSSIA'S RELATIONS WITH JAPAN.

ST. PETERSBURG, June 13.

The Budget Committee of the Duma having curtailed the Consular expenditure, Mr. Ievlevsky, the Russian Foreign Minister, delivered a speech in the course of which he spoke substantially as follows:—It is necessary to give high salaries to certain Consuls in order to maintain the prestige of the Empire and secure the peaceful progress of commerce. Just after the Portsmouth Conference, there were some Russians who considered that the peace was nothing but a truce, and that the Japanese would shortly enter into another war. Public opinion has, however, entirely changed since then. Indeed, there is a likelihood that from now the commercial relations between Japan and Russia will steadily improve. There is a similar inclination in France.

## OPIUM IN CHINA.

## Effect of the New Regulations.

The "Times" Peking correspondent telegraphs under date May 19, the following interesting information concerning the effect of the new opium regulations in China:—

The first six months following the issue of the anti-opium regulations, the November export according to Chinese reckoning, on Friday, when the last of the opium plant in Peking was closed. All the restaurants and houses of bad character in this city where formerly the use of opium was universal some time ago ceased to permit smoking on the premises. Streets are being taken by the British authorities. They have received regular reports of the progress of the anti-opium movement from Consuls, missionaries, and other observers in all parts of the Empire. These will be collated and will give a trustworthy indication of the progress of the regulations. They would also be an equally valuable guide to the Chinese authorities who are now waiting, with some surprise at the delay, for an answer to the proposals presented to the British Government on Nov. 20, and published in "The Times" on June 25.

As is known, Tung Shao-yi, the Governor-elect of Mukden Province, has been the moving spirit in the anti-opium campaign in Peking. A few days ago, speaking to a reporter who expressed a fear that his departure would be a setback to the anti-opium movement, Tung Shao-yi declared that this would not be so, that the movement was too deep-rooted. He had, he crystallized the sentiment of the best people in the nation against opium; the sentiment was constantly gaining force, and



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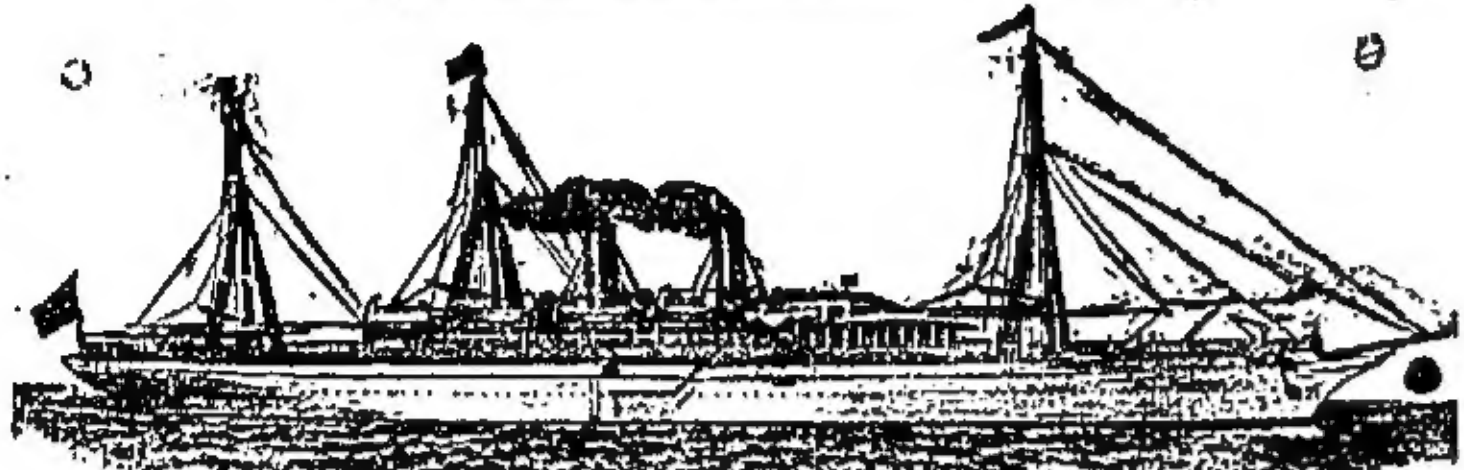
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	CHINA	About 27th	Freight and Passage.
MARSEILLES & LONDON	DEVANHA	Noon, 29th	See Special Advertisement.
SINGAPORE, COLOMBO & SOCOCTRA	Cap. W. R. Hick	About 29th	Freight only.
SHANGHAI, MOJI, KOBE & YOKOHAMA	Cap. C. D. Goldsmith	About 5th	Freight and Passage.
LONDON & ANTWERP	Cap. D. C. Gibson	About 17th	Freight and Passage.

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PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF CHINA	6000 Tons. TUESDAY, July 4, at Noon.
ATHENIAN	3882 Tons. WEDNESDAY, July 17, at Noon.
EMPERESS OF INDIA	6000 Tons. THURSDAY, Aug. 1, at Noon.
MONTEAGLE	6163 Tons. WEDNESDAY, Aug. 15, at Noon.
EMPERESS OF JAPAN	6000 Tons. THURSDAY, Aug. 22, at Noon.
TARTAR	4425 Tons. WEDNESDAY, Sept. 11, at Noon.

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## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HITACHI MARU, Tons 6750. Capt. Wm. Townsend.	WEDNESDAY, 28th June, at Daylight.
	KANAGAWA MARU, Tons 6169. Capt. N. Ohno.	WEDNESDAY, 10th July, at Daylight.

VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	AKI MARU, Tons 6444. Capt. M. Yagi.	TUESDAY, 25th June, at Daylight.
	RIJUN MARU, Tons 4806. Capt. G. S. Laprairie.	TUESDAY, 9th July, at Daylight.

SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	YAWATA MARU, Tons 3817. Capt. T. Harrison.	FRIDAY, 12th July, at Noon.
	NIKKO MARU, Tons 5539. Capt. E. W. Haswell.	FRIDAY, 9th August, at Noon.

GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID.	COLOMBO MARU, Tons 4709. Capt. C. A. Lee.	SATURDAY, 6th July, at Noon.
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BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	KAGESHIMA MARU, Tons 4296. Capt. T. Arakawa.	MONDAY, 1st July, at Noon.
KOBE AND YOKOHAMA.	SADO MARU, Tons 6027. Capt. Geo. Anderson.	SATURDAY, 29th June, at Noon.

NAGASAKI, KOBE AND YOKOHAMA.	YUKO MARU, Tons 5539. Capt. E. W. Haswell.	WEDNESDAY, 10th July, at Noon.
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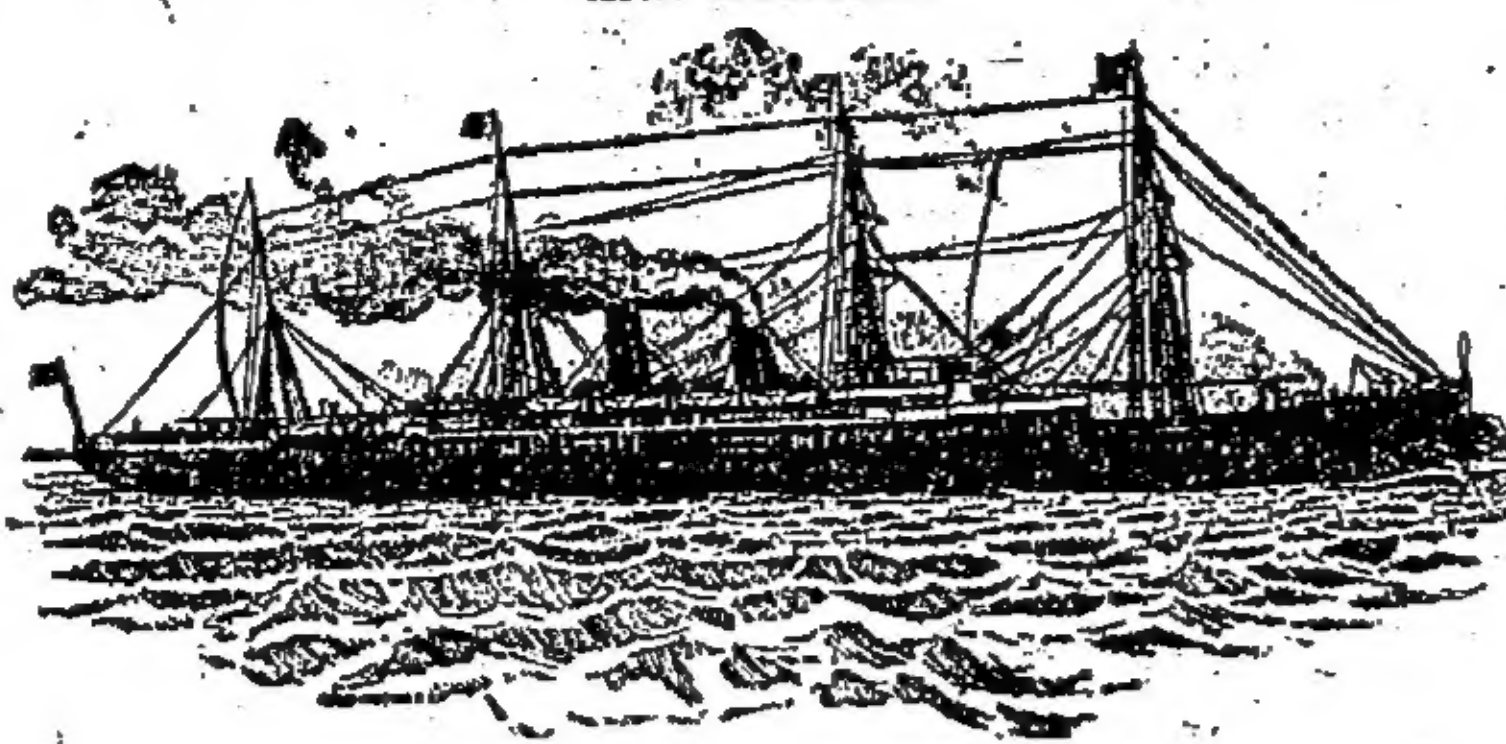
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STEAMERS.	SAILING DATES, 1907.
* MONGOLIA	22,000 Tons. TUESDAY, 2nd July, at Noon.
* NIPPON MARU	11,000 " " TUESDAY, 9th July, at Noon.
DORIC	9,600 " " SATURDAY, 20th July, at Noon.
CORTIC	9,600 " " SATURDAY, 27th July, at Noon.
* HONGKONG MARU	11,000 " " TUESDAY, 6th Aug., at Noon.
KOREA	18,000 " " FRIDAY, 16th Aug., at Noon.
* AMERICA MARU	11,000 " " SATURDAY, 24th Aug., at Noon.
* SIBERIA A.	18,000 " " SATURDAY, 31st Aug., at Noon.
CHINA	10,200 " " SATURDAY, 7th Sept., at Noon.

## RECORD FAST TRIPS.

Yokohama to San Francisco, KOREA, 18,000 tons. September 18-27th 1906; 10 days, 11 hours and 5 minutes.  
San Francisco to Honolulu, SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 19 hours.  
San Francisco to Yokohama, SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.  
Yokohama to San Francisco, SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd July, 1907, at Noon, taking cargo for Japan and the United States.

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## PORTLAND, OREGON, OPERATING IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION CO.

STEAMERS.	TONS.	CAPTAINS.	TO SAIL ON.
NIOMEDIA	4370	G. MEINER	June 27, at 5 p.m.
NUMANTIA	4371	H. FELDTHAM	July 15, at Noon.
ARABIA	4483	MEYERHOF	Aug. 7, at Noon.
ALBIA	5107	JOHN BERRY	Sept. 4, at Noon.

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## INDO-CHINA STEAM NAVIGATION CO., LD.

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For	STEAMERS	To SAIL
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## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
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NAPLES, GENOA, GIBRALTAR, TAR, SOUTH HAMPTON, ANTWERP AND BREMEN.	ROON, Capt. G. Meiners.	WEDNESDAY, 3rd July, at Noon.
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SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.	PRINZ LUDWIG, Capt. v. Binzer.	WEDNESDAY, 3rd July, at Noon.
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MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE.	MANILA, Capt. Minssen.	THURSDAY, 18th July, at Noon.
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KUDAT AND SANDAKAN.	BORNEO, Capt. F. Sembill.	SATURDAY, 29th July, at 9 a.m.
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For further Particulars, apply to

Norddeutscher Lloyd,

MELOCHERS &amp; CO.,

General Agents, Hongkong &amp; China.

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.

TO SAIL, 1907.

FOR NEW YORK.

BRAEMAR



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from COLOMBO to	MARSEILLES & LONDON	PLYMOUTH
COLOMBO	1907	1907	1907	1907
DEVANHA 8000	June 20	through steamer	July 27	Aug. 3
CHINA 8000	July 13	MOOLTAN 9000	Aug. 10	Aug. 17
DELTA 8000	July 27	MACEDONIA 10500	Aug. 25	Sept. 1
ARADIA 7000	Aug. 10	HIMALAYA 7000	Sept. 8	Sept. 15
MAELMA 10500	Sept. 24	MOLDAVIA 9500	Sept. 22	Sept. 29
MAITA 8000	Sept. 21	INDIA 8000	Oct. 6	Oct. 13
DELTA 8000	Oct. 5	MONGOLIA 7000	Oct. 20	Oct. 27
ORIANA 7000	Oct. 19	BRITANNIA 7000	Nov. 2	Nov. 9
DELTA 8000	Nov. 2	MOOLTAN 9000	Nov. 16	Nov. 23
ARADIA 7000	Nov. 16	CHINA 8000	Dec. 14	Dec. 21
DEVANHA 8000	Nov. 30	HIMALAYA 7000	Dec. 28	Jan. 4

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

## INTERMEDIATE (NOT-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
HONGKONG	about	LONDON
SYLA 7000	July 17	Sept. 2
NYANZA 7000	July 31	Sept. 16
EMILIA 6000	Aug. 14	Sept. 30
BUNDA 4000	Aug. 28	Oct. 14
CEYLON 4000	Sept. 11	Oct. 28
NAMUR 7000	Oct. 25	Nov. 10
MANILA 4000	Oct. 28	Nov. 13
BORNEO 4500	Nov. 6	Dec. 23
NOBE 7000	Dec. 4	Jan. (1908) 20

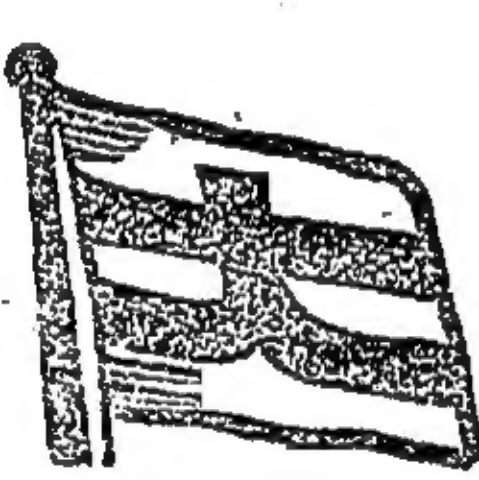
These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.

For further particulars, Apply to

E. A. HEWETT, Superintendent.

2231



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Tax Co.'s s.s.

For

LEAVING

\* JOSHIN MARU, Capt. H. S. SMITH, TAMUL, Via SWATOW } SUNDAY, 30th June, at 10 a.m.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample, Unrivalled Table.

\* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT .....	9806	E. V. Roberts, .....	About Aug. 7.
TRENTON .....	9806	T. W. Garlick, .....	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

\* The Twin-screw s.s. Shawmut and Trenton are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels assures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell &amp; Co. Limited, GENERAL AGENTS

QUEEN'S BUILDINGS.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEDZ AND STRAITTS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignee will be notified by Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 Hours.

Goods not cleared by the 27th June, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, June 20, 1907. 1041

## NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSEGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON or s.s. Couronne and Medoc; from HAVRE, s.s. Couronne; from BORDEAUX, s.s. Veronique and Frederic Morel; in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 10 A.M., To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining undelivered after MONDAY, the 1st July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 1st July, at 8 p.m. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, June 24, 1907. 1051

## NOTICE TO CONSIGNEES.

STEAMSHIP GULF OF VENICE.

FROM SYDNEY.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 26th June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, June 20, 1907. 1057

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

BREMEN.

## NOTICE TO CONSIGNEES.

THE Steamship PREUSSEN having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 19th of June, at 1 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 25th of June, at 9.30 A.M.

All Claims must reach us before the 26th of June, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS &amp; CO., Agents.

Hongkong, June 19, 1907. 1053

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED, Agents.

Hongkong, June 21, 1907. 1043

## AMERICAN OFFICERS CLAIM BACK-PAY.

Washington, May 16.

The verdict of the Court of Claims in the case of Louis E. Brown, a lieutenant of volunteers, during the war with Spain, has been affirmed by the Supreme Court of the United States. Brown was dismissed from the service February 18, 1899, on a verdict by a court-martial of which the President was a regular officer serving with the volunteers and which after first finding him innocent decided that he was guilty of the charge of gambling with enlisted men. He instituted in the Court of Claims the suit, which was decided to-day, to recover his salary from the time of his dismissal to the beginning of legal proceedings. The Court held the proceedings of the court-martial to be irregular and illegal because of the presence of the regular army officer as a member of the Court, but awarded pay only for the time intervening between Brown's discharge and the mustering out of the troops of which he was an officer, or about only three months.

Gen. Leonard Wood has been criticised in connection with the case for reconvening the court-martial which had first acquitted Brown. Gen. Wood's courage was not even mentioned in the Court proceedings, however.

## A HAUNTED EMBASSY.

It is not generally known, writes a correspondent to a Home paper, that the British Embassy at The Hague, which will in a few weeks be a centre of political interest, is said to be haunted.

The house is situated in rather a back street, a hundred yards or so from the cathedral (Grote Kerk), and close to the market place. It was formerly occupied by the Spanish Envoy, who got rid of it a century ago. But the history of the place is romantic. Alva is said to have resided in the house which stood there before the present one, and the house is supposed to have been used by Inquisitors. Sir Horace Rumbold took the trouble to investigate the history of the house while he was Ambassador there, and tells us that a certain Gerard van Assendelft lived there some 350 years ago. He married a French wife who objected to his economical habits, and had recourse to making false money. A secret passage has been discovered from the basement to the Cathedral, and it is suggested that the coins utilized for their nefarious purposes. They were caught, however, and executed. In 1540 Madame Assendelft was put to death by drowning—her head being held down in a pail of water. The occupants of one of the rooms were so troubled by what are termed vivid nightmares that the said room has been turned into a box room. The house looks grim and quaint enough for any White Collar story.

## Notices to Consignees.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Apapa having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense. Cargo remaining on board after 4 P.M., of the 26th instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID HASSON, & Co., Ld., Agents.

Hongkong, June 24, 1907. 1053

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Namang having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 26th June, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co., Ld., General Managers.

Hongkong, June 24, 1907. 1058

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per Steamship MONGOLIA.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, 26th June, 1907, at Noon, will be landed and stored at Consignees' risk and expense. All Cargo undelivered by FRIDAY, the 28th June, 1907, at Noon, will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co.'s Godown on THURSDAY, 27th June, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, June 21, 1907. 1046

SHIRE LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON, ANTWERP &amp; STRAITS.

THE Steamship OARNARVONSHIRE, Captain JACKSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and where they will be examined on the 28th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

SHEWAN, TOMES & CO., Agents.

Hongkong, June 20, 1907. 1040

## HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 20th, 1907.

At 100 cents per Dollar Mexican.

## Butcher Meat.

Beef, prime cut—Moi Lang Pa	... lb 20
Corned—Ham Ngan Yek	... 20
Roast—Shiu	... 20
Brast—Nagu Lam	... 15
Soup—Tong Yek	... 15
Steak—Ngan Yek Pa	... 20
Auton Ngan Lau Sieton	... 20
Sausages—Ngan Chuan	... 20
Bullock's Brain—Siow	... per set 10
Tongue fresh—Ngan Li	... each 10
Head—Ngan Tau	... lb 12
Heart—Ngan Sum	... lb 12
Hump, Salt—Ngan Kin	... 20
Feet—Ngan Kerk	... each 7
Kidneys—Ngan Yiu	... 10
Tail—Ngan Mei	... 17
Liver—Ngan Con	... lb 12
Tripe (dressed)—Ngan To	... 7

Jalres' Head & Feet—Ngan-chai-tau-kak	... set \$1.00
Mutton Chop—Young Pal Kwat	... lb 24
Leg—Young Poi	... 24
Shoulder—Young Shau	... 20
Pigs' Chittings—Chi chong	... 24
Brains—Chi Know	... per set 2
Feet—Chi Kerk	... 12
Fry—Chi Chak	... 12
Head—Chi Tau	... 12
Heart—Chi Sum	... each 9
Kidneys—Chi Yiu	... 8
Liver—Chi Con	... lb 28
Pork Chop—Chi Pal Kwat	... 21
Corned—Ham Chu Yek	... 22
Leg—Chi Poi	... 22
Fat or Lard—Chu Yau	... 16
Sheep's Head and Feet—Young Tau Kerk	... 60
Heart—Young Sum	... each 6
Kidneys—Young Yiu	... 10
Liver—Young Con	... lb 24
Sucking Pigs, To Order—Oho Oho	... 16
Suet, Beef—Sang Ngan Yau	... 21
Mutton—Sang Young Yau	... 21
Veal—Ngan Chai Yek	... 20
Sausages—Ngan Chai Cheong	... 20

## Poultry.

Chicken—Kai Chai	... lb 32
Capon, Large, Small—Sin Kai	... 32
Ducks—A	... 26
Doves—Pan Kan	... each 14
Eggs, Hen—Kai Tau	... per dozen 22
Fowls, Canton—Kai	... 34
Halban—Hol Nam Kai	... 39
Geese—Ngai	... 22
Goose, Wild Shai—Sha Yek Ngai	... pair
Music Deer—Wong Kcag	... each
Hare, Shanghai—Tu Chai	... 11
Partridge—Oho Kai	... 7
Pheasant—Shan Kai	... pair
Pigeons, Canton—Pak Kap	... each 32
Holban—Hol How Pak Kap	... 20
Quail—Um Chan	... 26
Rice Birds—Wo Pa Cheak	... dozen
Snipe—Sa Choy	... each
Turkeys, Cook—Phor Kai Kung	... 60
Hon	... Na
Wild Ducks, Shai—Shanghai Set ap	... pair
Peal—Sui Ap Chai	... 11
Wild Ducks Canton—Sang Shing Sol Ap	... 62

## Fish.

Barbel—Ka Yu	... lb 13
Bream—Bin Yu	... 14
Canton Fresh Water Fish—Hol Sin Yu	... 12
Carp—Li Yu	... 16
Outfish—Chik Yu	... 11
Odish—Man Yu	... 21
Crabs—Hoi	... 18
Outfish—Mak Yu	... 12
Dab—Sa Mang Yu	... 14
Dace—Wong Mai Lu	... 11
Dog Fish—Tit Yu	... 9
Eels, Congor—Hoi Man	... 14
Fresh water—Tam Sin Yu	... 13
Eels, Yellow—Wong Sin	... 24
Frog—Tien Kai	... 28
Garoops—Sek Pan	... 48
Gudgeon—Pak Kap Yu	... 12
Herrings—To Pak Yu	... 18
Halibut—Cheung Kwan Kap	... 24
Labron—Wong Fa Yu	... 24
Loach—Wu Yu	... 24
Lobsters—Lung Ha	... 26
Mackerel—Chi Yu	... 13
Monk Fish—Mong Yu	... 24
Mullet—Chai Yu	... 20
Oysters—Sang Hoo	... 20
Farrofish—Kai Kung Yu	... 11
Porch—Tau Loo	... 13
Pike—Fa Paw Poong	... 9
Flounder—Pan Yu	... 18
Pomfret, Black—Hak Chong	... 20
Pomfret, White, Pak Chong	... 28
Prawn—Ming Ha	... 48
Ray—Pel Pa Sa	... 9
Book Fish—Sek Kau Kung	... 14
Roach—Chu Y	... 28

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## VALUE OF ADVERTISING.

## A Business Worth Millions.

Mr Charles W. Post, chairman of the Poston Cereal Company, Limited, of Battle Creek, Michigan, U.S.A., and of Grape Nuts, Limited, in London, has been speaking about the power of advertising at a dinner of the American Advertising Men's Club.

He said that many years ago the newspaper advertiser was looked upon by the public with a certain amount of incredulity. But things were altered nowadays. A salesman who could talk winningly to a dozen customers was worthy of credit; but the salesman who could talk winningly to hundreds of thousands of customers through the newspapers could earn pounds, while the other was earning pennies.

His firm had spent \$200,000 annually in newspaper advertising. Had it not been for the magnificent machinery of publicity supplied by publishers, his business, now worth from three and a half to four millions, would be a very small affair indeed. He could therefore never forget the debt he owed to newspapers.

A good advertiser would talk to people in plain terms about what he had to supply, and by continuing such a policy would ultimately build up a reputation for his product. Two facts, however, stood out for emphasis. It paid to manufacture articles on subjects of interest, currying the investigation of skilled experts. Second, by the unadvertised article, unknown to the people, might have merit, but it would not sell.

## To-day's Advertisements

## NOTICE

WILKES & JACK, LIMITED, have this day been appointed SOLE AGENTS IN CHINA for the Webbs Independent Gas Light Co., Ltd., of England.  
Hongkong, June 25, 1907.

## NOTICE TO MARINERS.

No. 998 (Special).  
CHINA SEA.

## SHANGHAI DISTRICT.

SOUTH CHANNEL, ENTRANCE TO THE YANGTZE.

## KUNTOAN GAS LIGHT VESSEL.

REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 238 (Special), NOTICE IS HEREBY GIVEN that the KUNTOAN GAS LIGHT VESSEL, having been repaired, has been replaced in position.  
T. J. ELDRIDGE,  
Acting Coast Inspector,  
Shanghai, June 17, 1907.

## NOTICE TO MARINERS.

No. 298 (Special).  
CHINA SEA.

## SHANGHAI-NINGPO DISTRICTS.

LOCATION OF TONGTING ISLAND FOG SIGNAL.

HAVING reference to Notice to Mariners No. 238 (Special), NOTICE IS HEREBY GIVEN that, because most large vessels that pass Tongting Island keep to the seaward of it, the Fog Horn has been placed on the East side of the Island. All vessels are therefore recommended to pass to the eastward of Tongting Island in thick or foggy weather.

T. J. ELDRIDGE,  
Acting Coast Inspector,  
Shanghai, June 18, 1907.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

THE Company's Steamship

Captain J. S. ROACH, will be despatched for the above ports on FRIDAY, the 28th inst., at Noon.

For Freight or Passage, apply to  
DOUGLAS, LARRAIK & CO.,  
General Managers.

Hongkong, June 25, 1907.

## FOR MOJI.

THE Steamship

ULINA MARU, will be despatched for the above port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to  
MITSUBI BUSSAN KAISHA,  
Agents.

Hongkong, June 25, 1907.

## MESSAGERIES

## MARITIMES

## FRENCH MAIL STEAMERS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA.

ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

SYDNEY, will be despatched for MARSEILLES on TUESDAY, the 26th June, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ENNEBI SAIGON, July 23, 1907.

S.S. TONKIN, Aug. 6, 1907.

S.S. SALAZAR, Aug. 20, 1907.

S.S. FORTINER, Sept. 3, 1907.

S.S. TONKIN, Sept. 17, 1907.

S.S. AUSTRALIAN, Oct. 1, 1907.

G. de CHAMPEAUX,  
Agent.

Hongkong, June 25, 1907.

## To-day's Advertisements

## THEATRE ROYAL.

## CITY HALL.

## FOR A SHORT SEASON ONLY.

## THE BANDMANN

## COMEDY CO.,

## 22 LONDON ARTISTS 22

Will present the following London Successes for the First Time in Hongkong—

## TONIGHT! (TUESDAY), JUNE 25:

## 'DUKE OF KILLICRANKIE.'

## WEDNESDAY, JUNE 26:

## TWO LITTLE VAGABONDS.

## THURSDAY, JUNE 27:

## LADY WINDERMERE'S FAN.

## FRIDAY, JUNE 28:

## THE PRIVATE SECRETARY.

Doors open 8.30. Commence 9 P.M.

Plan now open at S. MOUTRIE & Co.  
Hongkong, June 18, 1907.

## TO LET.

TWO Semi-Detached VILLAS, situated on a hill in Garden Road, Kowloon, bright, airy Rooms; command a beautiful view near the Ferry; rent exceptionally low.

Apply H. RUTTONJEE & SON,  
5, d'Almeida Street, Hongkong, and Kowloon.

Hongkong, June 25, 1907.

## NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship Japan having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed as Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

No Fire Insurance will be effected. Bills of Lading will be countersigned by D. SASSOON & Co., Ltd., Agents.

Hongkong, June 25, 1907.

## 'BEN' LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## STEAMSHIP BENLARI.

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, when and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

Claims against the Steamer must be presented to the Underwriter on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 25, 1907.

## EXCHANGE.

Hongkong, June 25, 1907.

On London—

Bank, Wire, ... 2/2 1/2

On demand, ... 2/2 1/2

30 days' sight, ... 2/2 1/2

4 months' sight, ... 2/2 1/2

On Paris—

On demand, ... 27 1/2

Credit, 4 months' sight, ... 28 1/2

On Berlin—

On demand, ... 22 1/2

On New York—

On demand, ... 63 1/2

Credit, 60 days' sight, ... 64 1/2

On Bombay—

Wire, ... 163 1/2

On demand, ... 163 1/2

On Calcutta—

Wire, ... 163 1/2

On demand, ... 163 1/2

On Singapore—

On demand, ... 71 1/2 P.

On Manila—

On demand, Pesos, ... 107

On Shanghai—

On demand, ... 73 1/2

30 days' sight, (privy to paper) ... 74

On Yokohama—

On demand, ... 107

Gold Leaf, 100 fine, (per tael) ... \$49.70

Sovereigns (Bank's buying rate) ... \$9.10

Silver (per oz.) ... \$14.

## SHIPPING.

## ARRIVALS.

June 24.

Rubi, British str., 1,611 R. W. Almond, Maule & Co.

Stentor, British steamer, 4,068, Jackson, Liverpool and Singapore June 19, General.

Yokohama, British str., 1,426, Courtney, Waimanua June 19, Coal.—JARDINE, MATTHEWS & Co.

Ujima Maru, Japanese str., 4,403, K. Hori, Moji June 18, Coal.—M. B. K.

Namachien, German steamer, 1,910, M. Fischer, Pulo Laut June 15, Coal.—JENSEN & Co.

Riverdale, British steamer, 2,384, Hay, Sourabaya June 15, Sugar.—BUTTERFIELD & SWIRE.

Japan, British str., 3,806, J. G. Offert, Moji June 20, General and Coal.—DAVID SASSOON & Co., Ltd.

Honolulu, British str., 2,610, A. Wallace, London and Singapore June 19, General.—GUTH, LIVINGSTON & Co.

Vesta, Norwegian steamer, 1,024, Koldrup, Bangkok via Swatow June 24, Rice.—AAGAARD, THORSEN & Co.

Chow Tai, German steamer, 1,115, W. Mullermeier, Bangkok and Swatow June 24, Rice and Teakwood.—MELCHERS & Co.

Luschn, German str., 1,200, Spelling, Hongkong June 23, General.—JENSEN & Co.

Perak, Dutch str., 1,818, J. Offhaus, Swatow June 24, Oil.—ORDEN.

Borneo, German str., 1,344, F. Sembill, Sandakan June 19, Timber.—MELCHERS & Co.

Fri, Norwegian steamer, 800, O. Wagle, Hongkong June 22, Coal.—AAGAARD, THORSEN & Co.

Lucha, German gunboat, 600, Boelen, from Shanghai.

## DEPARTURES.

June 24.

Yunnan, for Shanghai.

Kungwai, for Swatow.

June 25.

Australia, for Europe, &c.

China, for Shanghai and San Francisco.

Shenchi Maru, for Swatow.

Tokaido, for Kwan Dong.

Hugh, for Hongkong.

Alt Maru, for Keelung and Seattle.

Venna, for Canton.

Leising, for Singapore and Calcutta.

Huiching, for Swatow.

Pan, for Manila.

Chowang, for Canton.

Woman Isle, for Newcastle.

## CLEARED.

Singao, for Hoihow.

Taiwan Maru, for Daini.

Huiching, for Swatow.

Canton, for Hongkong.

Fri, for Canton.

## PASSENGERS.

ARRIVED.

Per Japan, from Moji, Mr. & Mrs. C. F. McWilliams, Mr. H. D. Wolfe, Mrs. L. Stone, Rev. S. S. Drury, Lieut. and Mrs. W. A. Gallagher, Miss M. W. A. Klemm, Mr. & Mrs. King, Mr. & Mrs. Saunders, Mr. & Mrs. Pease, Miss Hamer, Miss Spier, Miss Granville, Miss Dore, Messrs. Smith, Sherman, Coffey, Butt, Brown, Peachey, Shrovet, Dillon, Hendricks, Roy Smith, Miss Corbett, Major W. B. Rochester, and Mrs. Orlon Nakan.

DEPARTED.

Per Aiki Maru, for Seattle, &c., Mr. and Mrs. Stridberg and 2 children, Dr. and Mrs. Gintelle, R.N., Miss Egan, Mrs. Helen Brandes, Mr. H. J. Rosegran, Mrs. Rutherford, Mrs. Millie and 2 children, Master Mills, Messrs. W. A. Klemm, Mr. & Mrs. J. Kagan, Miss Humphreys, Mrs. T. P. Jones, Master Regis Jones, Capt. Bennett, R.G.A., Mr. Seligman, Mr. and Mrs. O. D. Hursey, Capt. and Mrs. McCleary and child, Messrs. Philip Orlan, Zou E. Maritz, Capt. Nansen, Mr. & Mrs. T. Maritz, Mr. Kraft, Messrs. Simpson, Driscoll, D. Carratza and David.

Per China, for San Francisco, &c., Capt. D'Oyley, Messrs. H. F. Labelle, L. Mason, D. Woodburn, Miss G. L. McOsh, Mrs. G. J. Farrow, Miss Lillian Galt, Miss H. J. South, Mr. Low Dan, Mr. A. Thomas, Mr. J. V. Vernon, Mr. N. S. Forbes, Mr. J. J. McDonough, Mr. and Mrs. H. Pavit, Mr. J. W. Cammack, Mr. and Mrs. L. Geiz, Mr. A. Ducas, Mr. and Mrs. A. R. Tippitt, Miss A. Soeter, and Mr. A. F. Matern.

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